



RESOLUTION PROGRAMMING \$2,050,000 IN SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM FORMULAIC PROGRAM FUNDS TO TWO PROJECTS, AMENDING THE PROP K/LOCAL PARTNERSHIP PROGRAM FUND EXCHANGE FOR THE 101/280 MANAGED LANES AND EXPRESS BUS PROJECT TO REPROGRAM \$1,300,000 IN PROP K FUNDS TO TWO PROJECTS, AND APPROPRIATING \$1,300,000 IN PROP K FUNDS, WITH CONDITIONS, TO TWO PROJECTS

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1; and

WHEREAS, Among other things, Senate Bill 1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On March 25, 2020, the CTC adopted LPP program guidelines that, after taking \$20 million off the top for incentive funding for newly passed tax measures, allocate 60% of the program through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or fees; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, On March 25, 2020, the CTC approved the LPP formulaic distribution for Prop K at \$1,805,000 per year and Prop AA at \$200,000 per year, covering Fiscal Years (FY) 2020/21 through FY 2022/23; and

WHEREAS, LPP Formulaic Program funds are available for any phase of a capital project and require a dollar-for-dollar match and full funding plan; and

WHEREAS, Transportation Authority staff have identified two projects - the Yerba



Buena Island Multi-Use Pathway Project and I-280 Southbound Ocean Avenue Off-Ramp Realignment Project, shown in Attachment 1, that meet the requirements of the LPP Formulaic Program and advance project priorities included in the Transportation Authority's adopted work program that are otherwise difficult to fund with funds the Transportation Authority typically administers; and

WHEREAS, In 2018 through Resolution 19-24, the Transportation Authority approved a Prop K/Local Partnership Program fund exchange of up to \$4.1 million in Prop K funds for the 101/280 Managed Lanes and Express Bus Project; and

WHEREAS, The scope of the current phase of the 101/280 Managed Lanes and Express Bus Project has been scaled down to reflect Board priorities and therefore \$1.3 million in Prop K funding is available to reprogram; and

WHEREAS, Similar to the rationale for the aforementioned LPP programming, Transportation Authority staff recommend reprogramming \$1.3 million in Prop K/LPP exchange funds to the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project (\$1,050,000) and I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study (\$250,000), which have limited other funding options and in the case of the southbound ramp, require local match to leverage the proposed LPP formula funds; and

WHEREAS, The Transportation Authority has been leading planning and early project development for these I-280 ramp projects, which are recommendations from previous Balboa Park Station Area planning studies and are ready to advance to the next phase; and

WHEREAS, The Balboa Park Community Advisory Committee has been supportive of advancing these elements from the Balboa Park Station Area Circulation Study; and

WHEREAS, Funding the ramps with Prop K/LPP exchange funds would require amending the Prop K Street Resurfacing, Rehabilitation, and Maintenance 5-Year Prioritization Program (5YPP) to add the proposed projects as detailed in the attached allocation request forms; and

WHEREAS, Transportation Authority staff propose concurrently appropriating Prop K funds to the two I-280 ramp projects as summarized in Attachments 2-5 and detailed in the enclosed allocation request forms (Attachment 7); and



WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's proposed Fiscal Year 2021/22 budget to cover the proposed actions; and

WHEREAS, At its May 26, 2021 meeting the Citizens Advisory Committee was briefed on the proposed nominations for the LPP Formulaic Funds and Prop K/LPP Exchange funds reprogramming, and the concurrent appropriation of the Prop K/LPP Exchange funds, and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby programs \$2,050,000 of its share of LPP Formulaic Program funds in FYs 2020/21 - 2022/23 to the Yerba Buena Island Multi-Use Pathway Project (\$1,000,000) and I-280 Southbound Ocean Avenue Off-Ramp Realignment Project (\$1,050,000) as summarized in Attachment 1; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Street Resurfacing, Rehabilitation, and Maintenance 5 Year Prioritization Program, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$1,300,000 in Prop K/LPP exchange funds, with conditions for the two I-280 ramps as summarized in Attachment 4 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further



RESOLVED, That the Executive Director is hereby authorized to communicate this information to all relevant agencies and interested parties.

Attachments (7):

1. Proposed LPP Formulaic Program Priorities
2. Summary of Prop K Requests
3. Prop K Project Descriptions
4. Prop K Staff Recommendations
5. Prop K Allocation Summaries - FY 2021/22
6. Project Information Form (1)
7. Allocation Request Forms (2)

Attachment 1.
Proposed Local Partnership Program (LPP) Formulaic Program Priorities¹

Fiscal Year	Sponsor ²	Project Name	Project Description	Phase(s)	District(s)	Cost of Requested Phase	LPP Funds Requested	Prop K Funds Requested
21/22	SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment Project	This project would improve safety and circulation by realigning the existing southbound Ocean Avenue off-ramp from a free flow right turn to a signalized T-intersection. Work will be coordinated with SFMTA's planning for bike lanes on Ocean Avenue. We expect that design will be complete by Fall 2023, with construction to start in 2024, subject to funding availability. The required local match for the project would be funded through an amendment to the Prop K/LPP Program fund exchange, which is also part of the proposed action before the Board.	Design	7	\$ 2,100,000	\$ 1,050,000	\$ 1,050,000
21/22	SFCTA	Yerba Buena Island Multi-Use Pathway Project	This project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority and Metropolitan Transportation Commission. Remaining funds for this phase include \$1 million each from a Priority Conservation Area grant and an Infill Infrastructure grant awarded to the Treasure Island Development Authority.	Environmental	6	\$ 3,000,000	\$ 1,000,000	\$ -
Total						\$ 5,350,000	\$ 2,050,000	\$ 1,300,000

Total LPP Formulaic Funds Available \$ 6,015,000

LPP Formulaic Funds Available for Future Programming \$ 3,965,000

¹ Projects are sorted by Project Name.

² Sponsor abbreviations include: the San Francisco County Transportation Authority (SFCTA).

Attachment 2: Summary of Prop K Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	34	SFCTA	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study	\$ 250,000	\$ 250,000	79%	0%	Planning	11
Prop K	34	SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment	\$ 1,050,000	\$ 2,100,000	79%	50%	Design	7
TOTAL				\$ 1,300,000	\$ 2,350,000	79%	45%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronym: SFCTA (Transportation Authority)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 3: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
34	SFCTA	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study	\$ 250,000	Requested funds will be used to analyze opportunities to improve safety at the I-280 Northbound Geneva Avenue off-ramp and intersection. The scope includes traffic analysis, concepts analysis, and recommendations. Transportation Authority staff anticipate that the Study will be complete by Fall 2022. This project would be funded with Prop K/LPP Program exchange funds reprogrammed from the 101/280 Managed Lanes and Express Bus Project.
34	SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment	\$ 1,050,000	Requested funds will provide the dollar-for-dollar required local match to SB1 Local Partnership Program formula funds for the design phase of this project which would improve safety and circulation by realigning the existing southbound Ocean Avenue off-ramp from a free flow right turn to a signalized T-intersection. This project will be coordinated with SFMTA's planning for bike lanes on Ocean Avenue. We expect that design will be complete by Fall 2023, with construction to start in 2024, subject to funding availability. This project would be funded with Prop K/LPP Program exchange funds reprogrammed from the 101/280 Managed Lanes and Express Bus Project.
TOTAL			\$1,300,000	

¹ See Attachment 1 for footnotes.

Attachment 4: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
34	SFCTA	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study	\$ 250,000	5-Year Prioritization Program (5YPP) Amendment: The recommended appropriation is contingent upon a concurrent amendment to the Street Resurfacing, Rehabilitation, and Maintenance 5YPP. See attached 5YPP amendments for details.
34	SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment	\$ 1,050,000	5YPP Amendment: The recommended appropriation is contingent upon a concurrent amendment to the Street Resurfacing, Rehabilitation, and Maintenance 5YPP. See attached 5YPP amendments for details.
TOTAL			\$ 1,300,000	

¹ See Attachment 1 for footnotes.

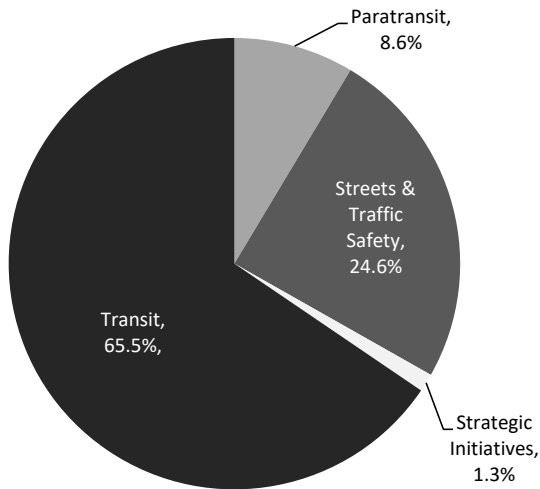
Attachment 5.
Prop K Allocation Summary - FY2021/22

PROP K SALES TAX

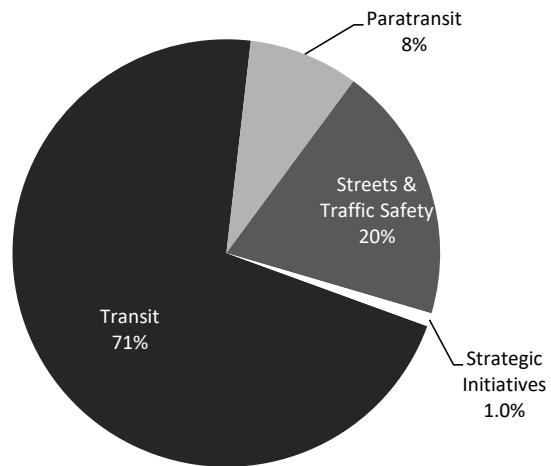
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 9,862,378	\$ 6,549,781	\$ 3,147,597	\$ 165,000	\$ -	\$ -
Current Request(s)	\$ 1,300,000	\$ 700,000	\$ 600,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 11,162,378	\$ 7,249,781	\$ 3,747,597	\$ 165,000	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date





**San Francisco
County Transportation
Authority**

**SB1 Local Partnership Program - Formula
Project Information Form**

Project Name:	Yerba Buena Island Multi-Use Pathway Project
Implementing Agency:	SFCTA
Project Location:	Yerba Buena Island, San Francisco, CA
Supervisory District(s):	District 6
Project Manager and Contact Information (phone and email):	Mike Tan, (415) 522-4826, mike.tan@sfcta.org
Brief Project Description (50 words max):	The Yerba Buena Island (YBI) Multi-Use Pathway Project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's YBI terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority and Metropolitan Transportation Commission.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward), and how the project would meet the Local Partnership Program screening and prioritization criteria (e.g., quantifiable air quality improvements, VMT reduction, increase safety, improve current system conditions, and advance transportation, land use, and housing goals). Please describe how this project was prioritized.	<p>The new 2.2-mile path along the eastern span of the San Francisco-Oakland Bay Bridge (SFOBB) allows bicyclists and pedestrians to access the YBI Vista Point from the cities of Oakland and Emeryville. In 2022, the Treasure Island Development Authority (TIDA), in coordination with the Water Emergency Transportation Authority (WETA), expects to begin operating ferry service at the southwest area of Treasure Island. The YBI Multi-Use Pathway Project seeks to develop a safe and accessible bicycle and pedestrian connection where none exist now between Caltrans' recently completed SFOBB East Span bike landing on YBI and the future ferry terminal via Hillcrest Road and Treasure Island Road. The current roadway alignments on YBI do not meet modern safety standards and lack separate and protected pathways for pedestrians and bicyclists, and do not contribute toward meeting the vision and goals for sustainable transportation choices with the future residential and commercial development under construction on Yerba Buena and Treasure Islands.</p> <p>SFCTA has been coordinating extensively with agency stakeholders to prepare a comprehensive bicycle and pedestrian circulation plan for Yerba Buena and Treasure Islands. These stakeholders include the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), Metropolitan Transportation Commission (MTC)/Bay Area Toll Authority (BATA), TIDA, Treasure Island Community Development (TICD), Caltrans and the U.S. Coast Guard. BATA has developed conceptual plans for a pathway on the West Span of the Bay Bridge to downtown San Francisco, but completion of this YBI Multi-Use Pathway project is needed to connect the two spans of the Bay Bridge. In addition, TICD is rebuilding the Treasure Island Road Causeway from the Macalla Road intersection to the planned ferry terminal which the YBI Multi-Use Pathway project will connect to. The Causeway will be constructed with dedicated pedestrian and bicycle facilities.</p> <p>Ultimately this Project would enable bicycle and pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco which will reduce traffic congestion on the Bay Bridge and enhance safety on YBI. It will also allow existing and future Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans.</p>
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, etc.).	<p>The project is the result of an in-depth planning process that consisted of public outreach and participation with multiple stakeholders. Between 2006 and 2010 community and stakeholder outreach was performed to discuss the overall development of both islands. The Treasure Island Development Authority (TIDA) working in cooperation with the Treasure Island Community Development group (TICD) worked in unison with all parties to define the future policies and goals pertinent to the master planning for both islands. The 2010 Treasure Island Transportation Implementation Plan is a culmination of coordination efforts between multiple community groups and public agencies. This plan provides a strategy for constructing the various access needs and improvements identified by stakeholders. The multi-use pathway was developed to comply with the visions and goals of the Treasure Island Transportation Implementation Plan.</p> <p>Building upon those efforts, SFCTA recently completed the YBI Multi-use Pathway Feasibility Study which developed the vision, goals, objectives, and conceptual engineering for an improved bicycle/pedestrian network throughout Yerba Buena Island. The current project was identified as a key component within the proposed network. The buildout of these facilities would also provide connectivity to the developments occurring on Treasure Island. The project team developed the study in coordination with multiple stakeholders including Bay Area Toll Authority's (BATA), Treasure Island Development Authority (TIDA), Treasure Island Community Development (TICD), United States Coast Guard, San Francisco Municipal Transportation Agency, San Francisco Bicycle Coalition, and Bike East Bay.</p>
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Map attached.



San Francisco County Transportation Authority
SB1 Local Partnership Program - Formula Project Information Form

Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Treasure Island Development Authority (TIDA) - Liz Hirschhorn San Francisco Municipal Transportation Agency (SFMTA) - Mike Sallaberry Bay Area Toll Authority - Peter Lee
Type of Environmental Clearance Required/Date Received:	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Contracted	Apr-Jun	2019	Jan-Mar	2020
Environmental Studies (PA&ED)	0%	Contracted	Jul-Sep	2021	Jul-Sep	2022
Design Engineering (PS&E)	0%	Contracted	Oct-Dec	2022	Jul-Sep	2023
Right-of-way	0%	Contracted	Jan-Mar	2023	Jul-Sep	2023
Advertise Construction	0%	N/A	Oct-Dec	2023	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Jan-Mar	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2025

Comments

This project will be implemented in coordination with the Southgate Road Project, West Side Bridges Project, and BATA's West Span Skyway Project.

**SB1 Local Partnership Program - Formula
Project Information Form**

Project Name:	Yerba Buena Island Multi-Use Pathway Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000		\$250,000		Actual cost
Environmental Studies (PA&ED)	\$3,000,000	\$1,000,000		\$2,000,000	SFCTA Feasibility Study
Design Engineering (PS&E)	\$11,400,000			\$11,400,000	SFCTA Feasibility Study
Right-of-way					
Construction	\$75,000,000			\$75,000,000	SFCTA Construction Management General Contractor (CMGC) Team
TOTAL PROJECT COST	\$89,650,000	\$1,000,000	\$250,000	\$88,400,000	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Formula	\$1,000,000	N/A	N/A	\$1,000,000	FY 2021/22
Priority Conservation Program Grant		\$1,000,000		\$1,000,000	
Infill Infrastructure Grant (IIG)		\$1,000,000		\$1,000,000	
TOTAL	\$1,000,000	\$2,000,000	\$0	\$3,000,000	

Comments/Concerns

Design phase funding will be split between RM3, IIG, and ATP. Potential funding sources for construction include TIDA, BATA, ATP, and RM3.



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Street Resurfacing, Rehab, & Maintenance
Current PROP K Request:	\$250,000
Supervisory District	District 11

REQUEST

Brief Project Description

The Study will analyze opportunities to improve safety at the I-280 Northbound Geneva Avenue off-ramp and intersection, near the Balboa Park BART/Muni Station, one of the busiest stations in San Francisco. The scope includes traffic analysis, concepts analysis, and recommendations. This project would be funded through a Prop K/LPP Program fund exchange.

Detailed Scope, Project Benefits and Community Outreach

The I-280 Northbound Geneva Avenue off-ramp is located next to the Balboa Park BART/Muni Station, the busiest station in San Francisco outside of the downtown area with morning and afternoon commuters. The City College of San Francisco and Lick Wilmerding High School are also nearby, creating an environment with significant pedestrian and vehicle traffic throughout the day. Balboa Park Station's current drop off and pick up area lacks the capacity to handle the current traffic volume (pre-pandemic). The lack of capacity increases the queue for freeway vehicular traffic exiting northbound Geneva Ave off-ramp, backing up to the mainline I-280 Freeway which has caused rear-end collisions.

This project will analyze the I-280 Freeway, Geneva Avenue Off-Ramp, and Geneva Avenue intersection to increase capacity and improve safety for pedestrians and vehicles.

The feasibility study will:

- analyze restriping the I-280 Northbound mainline to add a potential lane for increased storage
- analyze widening the existing off-ramp from 2 lanes to 3 lanes to increase capacity
- examine if changes can be made without affecting the integrity of the BART tunnel, tracks, structural walls, and station
- conduct outreach with the local community, including the Ocean Avenue Association, City College of San Francisco, and Lick Wilmerding High School, on pedestrian and bicycle traffic in the vicinity
- coordinate with the SFMTA on traffic circulation at Geneva Avenue and the off ramp

The scope includes:

- Task 1: I-280 Freeway and Northbound Geneva Avenue Traffic Analysis
 - Deliverable: Traffic Analysis Report
 - Anticipate completion November 2021
- Task 2: Concepts for Lane Addition
 - Deliverable: Conceptual plans and cross section for restriping the shoulder lanes to an exit lane at Geneva Avenue
 - Anticipate completion March 2022
- Task 3: Concepts for Ramp Widening
 - Deliverable: Conceptual plans and cross section for widening the northbound off-ramp from two lanes to three lanes
 - Anticipate completion March 2022
- Task 4: Develop Recommendations
 - Deliverable: Feasibility Study of recommended improvements
 - Anticipate completion July 2022
- Task 5: Outreach
 - Deliverable: Summary of input
 - Anticipate completion June 2022
- Task 6: Project Management
 - Anticipate completion July 2022

Once the feasibility study is complete, the project team will coordinate with Caltrans to begin the next phase: Project Approval and Environmental Document.

Project Location

I-280 Northbound Geneva Avenue Off-Ramp and Geneva Avenue Intersection

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
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Justification for Necessary Amendment

The subject request includes an amendment to the Street Resurfacing, Rehabilitation and Maintenance 5-Year Prioritization Program to add the subject project and reprogram \$250,000 in funds deobligated from the 101/280 Carpool and Express Lane - Fund Exchange project (Board Resolutions 19-24, 20-16) to the subject project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	TBD
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Task 1 I-280 Freeway and Geneva Avenue Traffic Analysis - 8/2021 - 11/2021

Task 2 Concepts for Lane Addition - 12/2021 - 3/2022

Task 3 Concepts for Ramp Widening - 12/2021 - 3/2022

Task 4 Develop Recommendations - 4/2022 - 7/2022

Task 5 Outreach - 2/2022 - 6/2022

Task 6 Project Management - 8/2021 - 7/2022

Community outreach will include Ocean Avenue Association, City College of San Francisco, and Lick Wilmerding High School, among others.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-134: Street Resurfacing, Rehab, & Maintenance	\$250,000	\$0	\$0	\$250,000
Phases In Current Request Total:	\$250,000	\$0	\$0	\$250,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000	\$250,000	Similar prior projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$250,000	\$250,000	

% Complete of Design:	0.0%
As of Date:	04/27/2021
Expected Useful Life:	N/A

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET: I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study

BUDGET SUMMARY							
Agency	Task 1 - I-280 Traffic Analysis	Task 2 - Concepts for lane addition	Task 3 - Concepts for ramp widening	Task 4 - Develop Recommendations	Task 5 - Outreach	Task 6 - Project Management	Total
SFMTA	\$ -	\$ -	\$ -	\$ -		\$ 10,000	\$ 10,000
SFCTA	\$ -	\$ -	\$ -	\$ -	\$ 4,500	\$ 25,500	\$ 30,000
Consultant	\$ 35,000	\$ 60,000	\$ 50,000	\$ 45,000		\$ 20,000	\$ 210,000
Total	\$ 35,000	\$ 60,000	\$ 50,000	\$ 45,000	\$ 4,500	\$ 55,500	\$ 250,000

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Associate Engineer	28	\$ 65.93	\$ 2.72	\$ 179.33	0.01	\$ 5,021
Transportation Planner III	22	\$ 59.65	\$ 2.72	\$ 162.25	0.01	\$ 3,543
Contingency (15%)	0	\$ -	\$ -	\$ -	0	\$ 1,436
Total	50				0.02	\$ 10,000

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Assistant Deputy Director	27	\$ 95.87	\$ 2.62	\$ 251.18	0.01	\$ 6,782
Administrative Engineer	125	\$ 57.20	\$ 2.62	\$ 149.86	0.06	\$ 18,733
Senior Communications Officer	26	\$ 65.84	\$ 2.62	\$ 172.50	0.01	\$ 4,485
Total	178				0.09	\$ 30,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$250,000	Total PROP K Recommended	\$250,000

SGA Project Number:		Name:	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	03/31/2023
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-134	\$0	\$200,000	\$50,000	\$0	\$0	\$250,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach and feedback received, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of Task 1, provide traffic analysis report.
3. Upon completion of Task 2, provide conceptual plans and cross sections for lane addition.
4. Upon completion of Task 3, provide conceptual plans and cross sections for ramp widening.
5. Upon completion of Task 4, provide Feasibility Study including key findings, recommendations, and next steps.
6. Upon completion of Task 5, provide summary of input received.

Special Conditions

1. The recommended appropriation is contingent upon a concurrent amendment to the Street Resurfacing, Rehabilitation, and Maintenance 5YPP. See attached 5YPP amendments for details.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$250,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Mike Tan	Kaley Lyons
Title:	Administrative Engineer	Transportation Planner
Phone:	(415) 522-4826	(415) 522-4835
Email:	mike.tan@sfcta.org	kaley.lyons@sfcta.org

GENEVA AVE

HWY 280

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Street Resurfacing, Rehabilitation, and Maintenance (EP 34)
Programming and Allocations to Date
 Pending June 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Street Resurfacing (EP 34)									
SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	CON	Allocated	\$1,602,871					\$1,602,871
SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	CON	Programmed	\$1,397,129					\$1,397,129
SFCTA	101/280 Carpool and Express Lane- Fund Exchange ^{1,2}	PA&ED	Appropriated	\$4,100,000					\$4,100,000
SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment ²	PS&E	Pending			\$1,050,000			\$1,050,000
SFCTA	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study ²	PLAN	Pending			\$250,000			\$250,000
SFPW	Golden Gate Ave and Laguna St Pavement Renovation	CON	Programmed		\$3,000,000				\$3,000,000
SFPW	Sunset Blvd Pavement Renovation	CON	Programmed			\$3,000,000			\$3,000,000
SFPW	McAllister St, 20th St, and 24th St Pavement Renovation	CON	Programmed				\$3,100,000		\$3,100,000
SFPW	Claremont, Juanita, and Yerba Buena Pavement Renovation	CON	Programmed					\$2,927,331	\$2,927,331
Total Programmed in 2019 5YPP				\$7,100,000	\$3,000,000	\$4,300,000	\$3,100,000	\$2,927,331	\$20,427,331
Total Allocated and Pending				\$5,702,871	\$0	\$1,300,000	\$0	\$0	\$7,002,871
Total Unallocated				\$1,397,129	\$3,000,000	\$3,000,000	\$3,100,000	\$2,927,331	\$13,424,460
Total Programmed in 2019 Strategic Plan				\$7,100,000	\$3,000,000	\$3,000,000	\$3,100,000	\$2,927,331	\$19,127,331
Deobligated Funds				\$0	\$1,566,378	\$0	\$0	\$0	\$1,566,378
Cumulative Remaining Programming Capacity				\$0	\$1,566,378	\$266,378	\$266,378	\$266,378	\$266,378

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

¹ Strategic Plan and 5YPP amendments to accommodate \$4,100,000 appropriation for 101/280 Carpool and Express Lane Project - Fund Exchange (Resolution 20-16, 11/19/2019):

101/280 Carpool and Express Lane: Funds programmed pursuant to Board Resolution 19-24 approving a Prop K/ SB-1 Local Partnership Program fund exchange for the project. Strategic Plan amended to advance \$4,100,000 in funds from the outyears of the Prop K program to FY2019/20. 5YPP amendment added project with \$4,100,000 in FY2019/20. See attached Strategic Plan amendment for details.

² 5YPP amendment to fund I-280 Southbound Ocean Avenue Off-Ramp Realignment and I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study (Resolution 21-xx, 06/09/2021):

101/280 Carpool and Express Lane- Fund Exchange: \$1,300,000 deobligated from the \$4,100,000 appropriated in FY2019/20.

I-280 Southbound Ocean Avenue Off-Ramp Realignment: Added project with \$1,050,000 in FY2021/22 design funds.

I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study: Added project with \$250,000 in FY2021/22 planning funds.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Southbound Ocean Avenue Off-Ramp Realignment
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Street Resurfacing, Rehab, & Maintenance
Current PROP K Request:	\$1,050,000
Supervisory District	District 07

REQUEST

Brief Project Description

The I-280 Southbound Ocean Avenue Off-Ramp Realignment Project will improve safety and circulation by realigning the existing southbound Ocean Avenue off-ramp from a free flow right turn to a signalized T-intersection. This project would be funded through a Prop K/LPP Program fund exchange.

Detailed Scope, Project Benefits and Community Outreach

The current configuration of the southbound I-280 off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART/Muni station, City College of San Francisco (CCSF), Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue. The current ramp configuration requires pedestrians traveling along the northern side of Ocean Avenue to cross the southbound I-280 off-ramp at an uncontrolled crosswalk where vehicles exit the freeway at high speeds.

The current configuration is a single-lane, free-right turn onto westbound Ocean Avenue just prior to the intersection with Hawth Street. The ramp becomes a new rightmost lane as it joins westbound Ocean Avenue. When vehicles on westbound Ocean Avenue attempt to shift to the right lane immediately past the ramp merge area to turn right at Hawth Street into City College of San Francisco (CCSF), they are required to merge with vehicles exiting the off-ramp over a short distance of approximately 150 feet.

In January 2021, the project team completed Caltrans' Project Study Report - Project Report (PSR/PR) which represents Caltrans' approval of State Highway Projects.

SFCTA has led the public outreach process to date, including frequent community interaction. Extensive outreach was done to ensure members of the community were notified of the community meetings to discuss the project, including the following:

- Email notifications to thirty community-based organizations, including the Balboa Park Email Group

- Distribution of over 500 meeting announcement flyers to the Balboa Park Station Area's surrounding businesses, grocery stores/corner markets, libraries, schools, community centers, gathering places, and transit shelters
- Muni bus banner ads displayed on local lines to promote the project and notify the public of the meetings
- Mailer notification to all addresses within a 300-foot radius of the primary project area (3,740 total)
- Media advisory was issued to various media outlets in advance of the meetings

Balboa Park residents are generally supportive of improving pedestrian and bicycle safety and movement, and transit service. There is particular agreement with the Balboa Park Circulation Study's identification of key pedestrian safety, access issues and traffic circulation.

The scope for this phase includes development of the following:

- 100% Plans, Specification, Construction Cost Estimate
- Traffic Management Plan
- Storm Water Pollution Prevention Plan (SWPPP)
- Right-of-Way Easement
- Caltrans Encroachment Permit
- Geotechnical Report

The project team will be coordinating with SFMTA on improvements to Ocean Avenue. SFMTA plans to install bike lanes on Ocean Avenue and make improvements to the Ocean and Geneva Avenues intersection. SFMTA will also be involved in traffic signal timing for westbound traffic when the project realigns the off-ramp to a T-intersection. Additional coordination with SFMTA will be necessary due to the K-line on Ocean Avenue.

Project Location

I-280 Southbound Ocean Avenue Off-Ramp and Ocean Avenue Intersection

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
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Justification for Necessary Amendment

The subject request includes an amendment to the Street Resurfacing, Rehabilitation and Maintenance 5-Year Prioritization Program to add the subject project and reprogram \$1,050,000 in funds deobligated from the 101/280 Carpool and Express Lane - Fund Exchange project (Board Resolutions 19-24, 20-16) to the subject project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Southbound Ocean Avenue Off-Ramp Realignment
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2013	Oct-Nov-Dec	2015
Environmental Studies (PA&ED)	Jan-Feb-Mar	2016	Oct-Nov-Dec	2020
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2023
Advertise Construction	Oct-Nov-Dec	2023		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

SCHEDULE DETAILS

Project will be coordinated with SFMTA's plans for bike lanes on Ocean Avenue which is in conceptual engineering.

The project team will also be conducting outreach to City College of San Francisco, Lick Wilmerding High School, and Ocean Avenue Association, among others. The team will also work with BART on any improvements to the Balboa Park Station.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Southbound Ocean Avenue Off-Ramp Realignment
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-134: Street Resurfacing, Rehab, & Maintenance	\$1,050,000	\$0	\$0	\$1,050,000
SB1 Local Partnership Program	\$1,050,000	\$0	\$0	\$1,050,000
Phases In Current Request Total:	\$2,100,000	\$0	\$0	\$2,100,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$1,050,000	\$0	\$750,000	\$1,800,000
SB1 Local Partnership Program	\$1,050,000	\$0	\$0	\$1,050,000
TBD (e.g., SB1, ATP)	\$18,210,000	\$0	\$0	\$18,210,000
Funding Plan for Entire Project Total:	\$20,310,000	\$0	\$750,000	\$21,060,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$750,000		Actual cost
Right of Way	\$0		
Design Engineering	\$2,100,000	\$1,050,000	PSR/PR
Construction	\$18,210,000		PSR/PR
Operations	\$0		
Total:	\$21,060,000	\$1,050,000	

% Complete of Design:	35.0%
As of Date:	04/27/2021
Expected Useful Life:	50 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET: I-280 Southbound Ocean Avenue Off-Ramp Realignment

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 230,000	11%
2. Consultant	\$ 1,630,000	78%
3. Caltrans Costs	\$ 40,000	2%
4. Contingency	\$ 200,000	10%
TOTAL PHASE	\$ 2,100,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 85,000
SFCTA	\$ 145,000
TOTAL	\$ 230,000

CONSULTANT BUDGET				
Consultant Scope	Professional Expertise	Hourly Rate	Total Hours	Total
Project Management	Highways and Streets	\$ 220	280	\$ 61,600
Engineering Plans	Highway Engineering	\$ 175	4,200	\$ 735,000
Retaining Wall Design	Structural Engineering	\$ 210	900	\$ 189,000
Constructability Review	Construction Engineer	\$ 190	496	\$ 94,240
Cost Estimates	Construction Estimator	\$ 165	300	\$ 49,500
Right-of-Way	Real Estate and ROW	\$ 135	560	\$ 75,600
Utilities	Electrical, fiber optic, gas	\$ 175	800	\$ 140,000
Technical Reports	Geotech, Stormwater, Survey	\$ 190	1500	\$ 285,000
Total			9,036	\$ 1,629,940

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Southbound Ocean Avenue Off-Ramp Realignment
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,050,000	Total PROP K Recommended	\$1,050,000

SGA Project Number:		Name:	I-280 Southbound Ocean Avenue Off-Ramp Realignment Project
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	03/31/2024
Phase:	Design Engineering	Fundshare:	50.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-134	\$0	\$500,000	\$550,000	\$0	\$0	\$1,050,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- Upon project completion (anticipated by September 2023), provide evidence of completion of 100% design (e.g. copy of certifications page), as well as an updated scope, schedule, budget and funding plan for construction.

Special Conditions

- The recommended appropriation is contingent upon a concurrent amendment to the Street Resurfacing, Rehabilitation, and Maintenance 5YPP. See attached 5YPP amendments for details.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	50.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	91.45%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	I-280 Southbound Ocean Avenue Off-Ramp Realignment
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$1,050,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Mike Tan	Kaley Lyons
Title:	Administrative Engineer	Transportation Planner
Phone:	(415) 522-4826	(415) 522-4835
Email:	mike.tan@sfcta.org	kaley.lyons@sfcta.org

Vicinity Map



Figure 1 – Vicinity Map

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Street Resurfacing, Rehabilitation, and Maintenance (EP 34)
Programming and Allocations to Date
 Pending June 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Street Resurfacing (EP 34)									
SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	CON	Allocated	\$1,602,871					\$1,602,871
SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	CON	Programmed	\$1,397,129					\$1,397,129
SFCTA	101/280 Carpool and Express Lane- Fund Exchange ^{1,2}	PA&ED	Appropriated	\$4,100,000					\$4,100,000
SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment ²	PS&E	Pending			\$1,050,000			\$1,050,000
SFCTA	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study ²	PLAN	Pending			\$250,000			\$250,000
SFPW	Golden Gate Ave and Laguna St Pavement Renovation	CON	Programmed		\$3,000,000				\$3,000,000
SFPW	Sunset Blvd Pavement Renovation	CON	Programmed			\$3,000,000			\$3,000,000
SFPW	McAllister St, 20th St, and 24th St Pavement Renovation	CON	Programmed				\$3,100,000		\$3,100,000
SFPW	Claremont, Juanita, and Yerba Buena Pavement Renovation	CON	Programmed					\$2,927,331	\$2,927,331
Total Programmed in 2019 5YPP				\$7,100,000	\$3,000,000	\$4,300,000	\$3,100,000	\$2,927,331	\$20,427,331
Total Allocated and Pending				\$5,702,871	\$0	\$1,300,000	\$0	\$0	\$7,002,871
Total Unallocated				\$1,397,129	\$3,000,000	\$3,000,000	\$3,100,000	\$2,927,331	\$13,424,460
Total Programmed in 2019 Strategic Plan				\$7,100,000	\$3,000,000	\$3,000,000	\$3,100,000	\$2,927,331	\$19,127,331
Deobligated Funds				\$0	\$1,566,378	\$0	\$0	\$0	\$1,566,378
Cumulative Remaining Programming Capacity				\$0	\$1,566,378	\$266,378	\$266,378	\$266,378	\$266,378

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

¹ Strategic Plan and 5YPP amendments to accommodate \$4,100,000 appropriation for 101/280 Carpool and Express Lane Project - Fund Exchange (Resolution 20-16, 11/19/2019):

101/280 Carpool and Express Lane: Funds programmed pursuant to Board Resolution 19-24 approving a Prop K/ SB-1 Local Partnership Program fund exchange for the project. Strategic Plan amended to advance \$4,100,000 in funds from the outyears of the Prop K program to FY2019/20. 5YPP amendment added project with \$4,100,000 in FY2019/20. See attached Strategic Plan amendment for details.

² 5YPP amendment to fund I-280 Southbound Ocean Avenue Off-Ramp Realignment and I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study (Resolution 21-xx, 06/09/2021):

101/280 Carpool and Express Lane- Fund Exchange: \$1,300,000 deobligated from the \$4,100,000 appropriated in FY2019/20.

I-280 Southbound Ocean Avenue Off-Ramp Realignment: Added project with \$1,050,000 in FY2021/22 design funds.

I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study: Added project with \$250,000 in FY2021/22 planning funds.



Memorandum

AGENDA ITEM 10

DATE: May 20, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 06/09/21 Board Meeting: Program \$2,050,000 in Senate Bill 1 Local Partnership Program Formulaic Program Funds to Two Projects, Amend the Prop K/Local Partnership Program Fund Exchange for the 101/280 Managed Lanes and Express Bus Project to Reprogram \$1,300,000 in Prop K funds to Two Projects, and Appropriate \$1,300,000 in Prop K Funds, with Conditions, to Two Projects

RECOMMENDATION	<input type="checkbox"/> Information	<input checked="" type="checkbox"/> Action
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<p>Program \$2,050,000 of the Transportation Authority's share of Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic Program funds to the following Transportation Authority projects:</p> <ul style="list-style-type: none">• Yerba Buena Island (YBI) Multi-Use Pathway (\$1,000,000)• I-280 Southbound Ocean Avenue Off-Ramp Realignment (\$1,050,000) <p>Amend the Prop K/LPP Fund Exchange to reprogram \$1,300,000 in Prop K funds from the 101/280 Managed Lanes and Express Bus Project to the following Transportation Authority projects and appropriate the funds:</p> <ul style="list-style-type: none">• I-280 Southbound Ocean Avenue Off-Ramp Realignment (\$1,050,000)• I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study (\$250,000) <p>SUMMARY</p> <p>In March 2020, the California Transportation Commission (CTC) adopted the LPP Formulaic Program funding distribution for Fiscal Years (FYs) 2020/21 - 2022/23. The LPP rewards jurisdictions that have voter-approved measures or imposed fees solely dedicated to transportation. As the taxing authority for Prop K and Prop AA, the Transportation Authority</p>	<ul style="list-style-type: none"><input checked="" type="checkbox"/> Fund Allocation<input checked="" type="checkbox"/> Fund Programming<input type="checkbox"/> Policy/Legislation<input type="checkbox"/> Plan/Study<input type="checkbox"/> Capital Project Oversight/Delivery<input type="checkbox"/> Budget/Finance<input type="checkbox"/> Contract/Agreement<input type="checkbox"/> Other:
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<p>will receive \$6,015,000 in formula funds this cycle. We recommend programming \$2.05 million of these funds to the YBI Multi-Use Pathway environmental phase and the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project design phase to advance project development and competitiveness for future grants. We are also requesting a total of \$1.3 million in Prop K/LPP exchange funds previously programmed to the 101/280 Managed Lanes and Express Bus Project to be redirected to serve as the required local match to the LPP funds for the I-280 Southbound Off-Ramp Realignment and to advance the I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study. All of the aforementioned projects are part of the agency's adopted work program and are difficult to fund with any of the other fund programs that we administer. We anticipate returning to the Board in the fall to recommend projects for the remaining LPP formulaic funds, similarly focusing on existing agency work program priorities that are hard to fund through other sources.</p>	
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BACKGROUND

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on March 25, 2020 that allocate 60% of the program funds through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The LPP Formulaic Program has broad project eligibility criteria which include capital projects that improve the state highway system, transit facilities, or expand transit services, local roads, bicycle and pedestrian safety, among others. Funds can be used for any project phase (i.e., planning, environmental, right-of-way, design, construction) and require a dollar-for-dollar local match. The LPP Formulaic Program will only fund projects, or segments of projects, that are fully funded and have independent utility.

For this funding cycle covering Fiscal Years (FYs) 2020/21 - 2022/23, we will receive \$6.015 million based on Prop K and Prop AA revenues. These funds require a 1:1 local match. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately allocates the funds, which are subject to strict timely use of funds requirements.



DISCUSSION

Recommended LPP Formulaic Program Project Priorities. After considering LPP guidelines and assessing project status, we recommend programming \$2.05 million of the \$6.015 million in LPP Formulaic funds to the YBI Multi-Use Pathway (\$1 million) and I-280 Southbound Ocean Avenue Off-Ramp Realignment (\$1,050,000) projects and shown in Attachment 1. We believe that both projects can readily meet the requirements of the LPP formula program, including strict timely use of funds requirements.

The proposed LPP funds would fully fund the YBI Multi-Use Pathway Project's environmental phase which has a total cost of \$3 million and provide the required local match to a \$1 million Priority Conservation Area grant from the Metropolitan Transportation Commission. It would also leverage \$1 million in Infill Infrastructure Grant funds provided by the Treasure Island Development Authority.

The LPP funds recommended for the design phase of the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project are proposed to be matched dollar-for-dollar with Prop K funds reprogrammed from the 101/280 Managed Lanes and Express Bus Project, as described in detail below.

We anticipate returning to the Board in Fall 2021 with recommendations for programming the remaining LPP formula funds to projects which may include the YBI Westside Bridges Seismic Retrofit, Quint-Jerrold Connector Road, and tolling infrastructure for Treasure Island. Each of the projects that we are recommending or considering for LPP funds are Board adopted priorities in our Annual Work Program but are difficult to fund with the sources that the Transportation Authority administers.

Amendment to 101/280 Managed Lanes - Fund Exchange. In 2018, through Resolution 19-24, the Board approved a fund exchange of \$4.1 million in LPP formula funds previously programmed to San Francisco Public Works (SFPW) street resurfacing projects with an equivalent amount of Prop K funds to fund preliminary engineering and an equity analysis for the 101/280 Managed Lanes and Express Bus Project. The proposed action would amend the approved fund exchange to reprogram \$1.3 million of the \$4.1 million in Prop K/LPP exchange funds on the 101/280 Managed Lanes and Express Bus Project to the two I-280 off-ramp projects as shown below:

- I-280 Southbound Ocean Avenue Off-Ramp Realignment (\$1,050,000)
- I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study (\$250,000)

These funds are not needed by the 101/280 Managed Lanes and Express Bus Project at this time because the project has been scaled down to reflect the Board's input on the scope of the current phase (environmental clearance work and an equity analysis of the project).

Similar to our rationale for LPP programming, we recommend putting these Prop K/LPP exchange funds on these two projects which have limited other funding options and/or



require local match to leverage LPP formula funds, maintaining the intent of the fund exchange.

Both projects are recommendations from previous Balboa Park Station Area planning studies and are ready to advance to the next phase. The Balboa Park Community Advisory Committee has been supportive of advancing these elements from the Balboa Park Station Area Circulation Study.

Prop K Requests. We are recommending amendment to the Street Resurfacing, Rehabilitation, and Maintenance 5-Year Prioritization Program (5YPP) to add the following projects with \$1.3 million in Prop K/LPP exchange funds reprogrammed from the 101/280 Managed Lanes and Express Bus Project (called the 101/280 Carpool and Express Lane - Fund Exchange project in the 5YPP) and concurrent appropriation of the funds:

- I-280 Southbound Ocean Avenue Off-Ramp Realignment Project (\$1,050,000)
- I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study (\$250,000)

Subsequent phases of these projects would be competitive for funds from future LPP formulaic or competitive programs and Active Transportation Program grants and are under consideration for inclusion in the new Expenditure Plan for Prop K, which is under development, targeting a potential June 2022 ballot measure.

Attachment 2 summarizes the subject appropriation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 3 includes brief project descriptions. Attachment 4 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is included in Attachment 7, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

Next Steps. Following Board approval, we will submit LPP project nominations to the CTC to be programmed by the CTC on August 18, 2021. The CTC action is considered administrative provided that the project nominations comply with the LPP program guidelines. In Fall 2021, we anticipate presenting programming recommendations for the remainder of LPP formula funds to the Board for approval.

FINANCIAL IMPACT

The recommended action would appropriate \$1,300,000 in Prop K funds. The appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 7 summarizes the recommended appropriations and cash flow amounts that are the subject of this memorandum.



The LPP funds are included in the proposed FY 2021/22 annual budget, to be presented to the Board for its first approval action at its June 8, 2021 meeting.

Sufficient funds to cover the appropriations and the LPP formula funds are included in the proposed FY 2021/22 annual budget, to be presented to the Board for approval at its June 8, 2021 meeting. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC considered this item at its May 26 meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed LPP Formulaic Program Priorities
- Attachment 2 - Summary of Prop K Requests
- Attachment 3 - Prop K Project Descriptions
- Attachment 4 - Prop K Staff Recommendations
- Attachment 5 - Prop K Allocation Summaries - FY 2021/22
- Attachment 6 - Project Information Form (1)
- Attachment 7 - Allocation Request Forms (2)